Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Weapons:

Check Line	Hit Rate	Area	Discrepancy
C1U0	100.0%	Weapons	All of the ATFP 1620G tactical vests were not serialized. REF: NAVSEA 04L MSG 180432Z JAN 02 COMNAVSURFOR MSG R 041506Z DEC 0 AEL 2-32002450 1/2/3
E1B2	100.0%	Weapons	Not all ATFP watchstanders on watch were qualified. REF: OPNAVINST 3591.1F 2-4 OPNAVINST 3591.1F 4-6 OPNAVINST 3591.1F 5-C
A4B0	85.7%	Weapons	Proper ammunition safety precautions were not posted at required locations. REF: NAVSEA S6340-AA-MMA-010 B NAVSEA OP-4 2-19 3-12.2, APPENDI
C1C0	65.2%	Weapons	All lights, including battle lanterns, were not operative and in good condition with water tight covers in place. REF: NAVSEA OP-4 3-12.12.2h NAVSEA S9AA0-AB-GOS-010/GSO SEC
D1S0	57.1%	Weapons	Ammunition containers in magazines/lockers were not marked as to their true contents. REF: NAVSEA OP-4 3-12.11
A4A0	57.1%	Weapons	Magazines/lockers were not properly identified with the contents. REF: NAVSEA OP-4 3-12.11 NAVSEA OP-4 3-14.3.2
E1B0	56.5%	Weapons	Proper procedures were not being utilized with the clearing barrel IAW force protection weapons handling standard procedures and guidelines. REF: NTRP 3-07.2.2 2-3 NTRP 3-07.2.2 3-3 NTRP 3-07.2.2 4-3 NTRP 3-07.2.2 5-3 NTRP 3-07.2.2 6-3
A1E0	53.3%	Weapons	Personnel were not thoroughly trained in the hazards and emergency procedures associated with Otto Fuel II. REF: NAVSEA S6340-AA-MMA-010 CH 3 NAVSEA S6340-AA-MMA-010 CH 5 NAVSEA S6340-AA-MMA-010 APPENDIX

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

D5A0	50.0% Weapons	Housekeeping and order in magazines was not satisfactory. REF: NAVSEA OP-4 3-12.4
E1B1	50.0% Weapons	The crew serve weapon mount firing cut-outs were not installed to prevent firing at own ship and the cut-out lock was not wired in place. REF: MESSSAGE DTG: 221333Z Nov 08

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Combat Systems

Check Line	Hit Rate	Area	Discrepancy
B1P0	100.0%	Combat Systems	Computer surge suppressors were not approved for shipboard use. ADP equipment did not reflect the proper electrical safety PMS. REF: NSTM 300 2.7.3.5 PMS MIP 3000/001 A-4R
A1C0	91.3%	Combat Systems	Tag-out procedures did not comply with current directives. REF: TAG-OUT USERS MANUAL (TUMS) VER 6
A3J0	91.3%	Combat Systems	Combat systems portable electric equipment was not safety checked and maintained IAW current directives. REF: PMS MIP 3000/001 NSTM 300 -2.7 OPNAVINST 5100.19 Series B0707
B1A0	87.0%	Combat Systems	Approved safety shorting probes were not IAW PMS and/or were not provided in all spaces containing major electronic equipment. REF: PMS MIP 3000/001 S-6 NSTM 400 -3.20.3
A3G0	87.0%	Combat Systems	Safety harnesses, working lanyards, safety lanyards, and climber safety sleeves were not IAW PMS. REF: OPNAVINST 5100.19 Series CH 0802A PMS MIP 6231/002 S-2R PMS MIP 6231/002 S-1R PMS MIP 6231/001 S-1R
B6A0	81.8%	Combat Systems	The Nixie equipment room was not equipped with; (A) electrically safe matting in front of enclosure and winch (B) mat warning (if matting is not bonded to deck) (C) shorting probe (D) multiple power source label (E) operating and streaming procedures REF: NSTM 634 -3.12.2 GSO 602 H GSO 400 C
B5M0	80.0%	Combat Systems	The ship did not have the required number of Dome Diver's IAW PMS. REF: PMS MIP 1651/005 18M-1 NOTE 9 (DE NAVMED P-117 ART 15-102.5.A PMS MIP 1651/006 18M-1 NOTE 7 (CR

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

B5Q0	78.9%	Combat Systems	Combat Systems rubber and stainless steel flexible hoses were not accesible for PMS accomplishment. REF: PMS MIP 5000/009 NAVSEA S6430-AE-TED-010 VOL 1
B1D0	78.3%	Combat Systems	Not all portable electronic test equipment had an up-to-date safety tag. REF: PMS MIP 4911/001 NSTM 300 -2.7
A2A0	73.9%	Combat Systems	The following signs, placards, and instructions were not posted in all spaces containing electronic equipment; (A) Electrical and electronic safety precautions (B) Equipment operating instructions (C) CPR resuscitation procedures (D) Danger high voltage signs REF: GSO 070 H NSTM 300 -2.9.4 NSTM 400 -3.2.2

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Deck

Check Line	Hit Rate	Area	Discrepancy
B1C0	60.9%	Deck	Life preserver material condition was unsatisfactory. REF: NSTM 077 PMS MIP 5832
E4E0	56.5%	Deck	Anchor Windlass gypsy and/or capstan heads were not clean and free of gouges, paint, and rust. REF: OPNAVINST 5100.19 Series C0602.U.
A2A0	52.2%	Deck	The Boat Bill had no provision in effect for inspecting the wire rope spooling on the cable drum prior to hoisting and lowering. REF: OPNAVINST 5100.19 Series C0402.F
L3H0	45.5%	Deck	The PMS accomplishment and material condition of the lifeline system was unsatisfactory. REF: PMS MIP 6121 NAVSEADWG 804 5184155
L1J0	45.5%	Deck	Rigging safety placards were not posted. REF: GSO 602 H
I2D0	43.5%	Deck	Life raft operating/releasing instruction label plates were not posted at each abandon ship station. REF: GSO 583 G
A5D0	43.5%	Deck	The Towing bill did not contain a rigging arrangement diagram. REF: OPNAVINST 3120.32 Series 600 NSTM 582 6

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

B3C0	43.5% Deck	There were ____ distress marker lights attached to the ring buoy with four feet ¼ in. diameter polyethylene line (NSN) 4020-00-710-2074) and ___ missing a 2 in. wide strip of reflective tape around the light case. REF: NSTM 077 -2.6.2.1 NSTM 077 -2.6.2.2
B4E0	39.1% Deck	There were no Men Working Over the Side placards posted at all deck levels. REF: GSO 602 G DWG 805-1640412
M1E0	36.4% Deck	Deck pad eyes are not in satisfactory condition, label plates were missing. REF: PMS MIP 5821 GSO 602 G GSO 611 D

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

NAVOSH

Check Line	Hit Rate	Area	Discrepancy
J2B0	77.3%	NAVOSH	Flammable/hazardous storerooms had the following deficiencies (specify - incompatible material, leaking containers, containers not secured for sea, ventilation exhaust terminals were blocked, containers were stacked such that they crushed lower containers, aisles were not maintained free of HM, access to exits/safety equipment/alarms was blocked). REF: OPNAVINST 5100.19 Series C2302.E NSTM 670 -1.6.3 NSTM 670 -1.6.5 NSTM 670 -1.6.6 NSTM 670 -1.6.10
J2B9	76.5%	NAVOSH	Corrosive cabinets were not NAVSEA approved (specify unapproved types and locations), did not have self-closing doors, and or were not blue or white. Bottles were not cushioned against shock. REF: E , , REF: OPNAVINST 5100.19 Series C2305D(NSTM 670 -6.3.2.1 NSTM 670 TABLE 670-6.2
J2D0	72.2%	NAVOSH	In-use flammable lockers were not NAVSEA approved and/or were not painted yellow (specify). Lockers were not self-closing and lockable and or the amount of HAZMAT in the locker exceeded the 7-day and/or the 30 gallon limit. The lockers was not properly posed and did not have a current inventory posted on the door. REF: OPNAVINST 5100.19 Series c2302.E NSTM 670 4.3.2, NSTM 670 TABLE 670-4-3, NSTM 670 4.3.2.5, NSTM 670 4.3.2.1, PMS MIP 6641/003 Q-36R
J2D3	68.4%	NAVOSH	In-use flammable lockers were located in unauthorized spaces (specify), was not welded, was not at least six inches from a bulkhead, and/or did not have a PKP dry chemical extinguisher installed in the vicinity of the locker.In-use flammable lockers were located in unauthorized spaces (specify), was not welded, was not at least six inches from a bulkhead, and/or did not have a PKP dry chemical extinguisher installed in the vicinity of the locker. REF: NSTM 670 -4.3.2.2.A/B/E/G/H/J

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

J2A0	65.2% NAVOSH	Statement: Flammable/hazardous storerooms were not properly marked with the required placards (specify signs missing). REF: OPNAVINST 5100.19 Series C2302.E NSTM 670 -2.1.1.3
E4I1	64.3% NAVOSH	There is not documentation to show that personnel assigned to issue respiratory protective equipment that have not attended the RPPM course had been trained on respiratory selection, care, and maintenance prior to assignment and annual thereafter. REF: OPNAVINST 5100.19 Series B0612.C
D2B0	60.9% NAVOSH	Not all eye hazardous areas were properly marked with both deck striping and caution signs (specify location and what was missing striping or signs or both). REF: OPNAVINST 5100.19 Series B0504B
D6C0	60.9% NAVOSH	The self contained eyewash station did not meet the minimum flow rate of 0.4 gal/min for 15 minutes or the self contained eyewash station water velocity (pressure) was to strong and could cause injury if used. or The self-contained eyewash station does not deliver tepid flushing water between 60-100 degrees F (specify locations). REF: OPNAVINST 5100.19 Series B0508A
J1N1	56.5% NAVOSH	Hazardous material dispensed from the original to a secondary container were not properly labeled (specify deficiencies). REF: OPNAVINST 5100.19 Series C2302D(
J2B8	52.9% NAVOSH	Corrosive cabinets were damages, contained excessive spillage, and/or were not properly labeled. REF: NSTM 670 -2.1.3.3 PMS MIP 6600/002 S-2

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Safety Admin

Check Line	Hit Rate	Area	Discrepancy
A2G1	87.0%	Safety Administration	The command did not have an active Zone Inspection program and/or all spaces were not inspected at least quarterly. REF: OPNAVINST 3120.32 Series 620.13(
A2A1	78.3%	Safety Administration	There was no documentation to show that self-assessments of all safety programs applicable to the afloat unit had been conducted at least annually and/or that the safety officer retained copies of the assessment results for at least two years. The safety council had not been briefed by the safety officer on the results of the self-assessments. REF: OPNAVINST 5100.19 Series ART A03(
A5D6	73.9%	Safety Administration	All mishap reports had not been submitted within 30 days from the date of the mishap. REF: OPNAVINST 5102.1 Series 3008.2
A2H1	73.9%	Safety Administration	Zone inspection deficiencies that were not immediately corrected were not documented on the CSMP and tracked to completion. REF: OPNAVINST 3120.32 Series 620.13.I
A1P0	69.6%	Safety Administration	The safety council had not been meeting quarterly and/or minutes were not maintained. The minutes did not reflect: 1. Review of statistics from mishaps, and hazard and Inspection reports. 2. Mishap prevention goals/improvement plans 3. Review of enlisted safety committee minutes 4. Review ORM compliance. The safety officer did not maintain the minutes with proof that the Commanding officer has reviewed and approved the minutes. REF: OPNAVINST 5100.19 Series A0203.I
A5A1	65.2%	Safety Administration	There was no documentation to show that the Safety Officer investigated and submitted all required reports as required in chapters 3 through 5 of OPNAVINST 5102.1D. REF: OPNAVINST 5102.1 Series 1005.10.I OPNAVINST 5102.1 Series 3007.1
A2A01	65.2%	Safety Administration	The safety officer did not maintain workspace safety inspections for two years. REF: OPNAVINST 5100.19 Series A0302.A

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

B4D1	60.9%	Safety Administration	There was no documentation to show that the ship was using ESAMS to document that all motorcycle riders had completed the motorcycle safety foundation's basic rider course and the experience rider course (ERC) or the military sport bike rider course (MSRC) every three years. There was no system in place to track compliance. REF: OPNAVINST 5100.12 Series 13.b.(2) OPNAVINST 5100.12 Series 10A OPNAVINST 5100.12 Series 9.B
A6E1	56.5%	Safety Administration	There was no documentation to show that at least two safety briefs had been given to each division at quarters or muster each month. REF: OPNAVINST 5100.19 Series A0503.E
B6F0	56.5%	Safety Administration	The ship did not maintain a log of ORM program and evolution evaluations. REF: OPNAVINST 3500.39 Series ENCL (4)

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Damage Control

Check Line	Hit Rate	Area	Discrepancy
E1G0	91.3%	Damage Control	Explosion-proof lighting fixtures had loose globes. REF: DOD-HDBK-289 PMS MIP 3301/008 18M-1
E1H0	87.0%	Damage Control	Explosion-proof lighting fixtures were missing lead wire seals. REF: DOD-HDBK-289 PMS MIP 3301/008 18M-1
E1O0	82.6%	Damage Control	Airflow alarms were not set properly, did not indicate normal air flow. Airflow alarm logs were not maintained as required. REF: GSO 437 D PMS MIP 4361/002 M-1 PMS MIP 4361/002 M-2 NAVSHIP DWG 815-1853145
E2S1	78.3%	Damage Control	Watertight closures were not being maintained in accordance with PMS. REF: PMS MIP 1671/001 NSTM 600
D4A0	77.3%	Damage Control	Correct stowage racks were not provided. REF: OPNAVINST 5100.19 Series C1102 (d GSO 671 C NAVSEA DWG 5184287 REV A NSTM 550 2.11.2.G
E4F0	71.4%	Damage Control	There were not warning signs located in the vicinity of the gasoline jettison racks stating, "WARNING GASOLINE HAZARD AREA- SMOKING, USE OF NAKED LIGHTS, MATCHES, OR LIGHTERS, USE OF TOOL WHICH MAY PRODUCE SPARKS, WEARING OF CLOTHING OR SHOES WITH EXPOSED METAL ATTACHMENTS, AND ANY OTHER ACTIONS LEADING TO IGNITION OF GASOLINE VAPORS ARE NOT PERMITTED". REF: GSO 542 C
H1D0	65.2%	Damage Control	The CHT personnel protective gear locker was not stocked with all items required by the AEL. The CHT personnel protective gear locker required to be installed near the entrance to the CHT Pump Rooms was missing. REF: NSTM 593 -4.2.2 AEL'S 2-360044010 AEL'S 2-360044011

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

E1B0	63.2%	Damage Control	Safety Nets had the following discrepancies: Weight test tags were missing, width opening was not 24 +/- 2.5 inches, length opening was not 16 +5/-0 inches, and sag was not between 4 and 9 inches, net was excessively torn, all net clips were not attached to bulkhead staples. REF: NAVSEA DWG 804-5184163 REV (A) PMS MIP 6122/001 GSO 612 E NSTM 600 -18.14 COMNAVSURFOR 120304Z MAR 04 NAVSEA MSG 030510Z JUN 04
C1X0	60.9%	Damage Control	(Compartment name) Halon system CO2 actuation tubing was bent, pitted and/or painted. REF: PMS MIP 5553/026 S-3
E1I0	56.5%	Damage Control	Explosion-proof lighting fixtures had incorrect bulbs installed. REF: DOD-HDBK-289 PMS MIP 3301/008 18M-1 NSN 6240-00-578-6820

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Electrical

Check Line	Hit Rate	Area	Discrepancy
J1C0	91.3%	Electrical	Portable and mobile electric equipment were not being safety checked IAW current directives. REF: PMS MIP 3000/001 Q-1 PMS MIP 3000/001 R-5 PMS MIP 3000/001 R-6 PMS MIP 3000/001 Q-2 GSO 640 G OPNAVINST 5100.19 Series B0702E2 OPNAVINST 5100.19 Series B0702E3
J1G0	73.9%	Electrical	Repair locker rubber gloves were not being properly maintained in original boxes or protective enclosures. REF: PMS MIP 6641/006 R-12
A7A4	73.9%	Electrical	The ship (non carriers) did not maintain an emergency dive bill to include manually pre-prepared tag out record sheets and danger tags. REF: COMNAVSURFORINST 3300.1B
E1B0	73.9%	Electrical	Controllers with electrical components rated at 30 volts AC/DC or greater mounted on the controller door did not have grounding straps connected between the door and the main body of the controller. REF: NSTM 300 -2.2.1.4, MIL-E-2036 D (3.1.8.1.4), P PMS MIP 3001/002 S-1, 18M-1, U-2
G1H0	72.2%	Electrical	The battery shop was missing battery water and soda water containers. (5-gal polyethylene bottles NSN 8125-00-888-7069) REF: GSO 313 F NSTM 313 -2.5.5.6
J1F0	65.2%	Electrical	The electrical repair kit in the repair locker (s) were not being maintained IAW the AEL. REF: AEL 2-880044243 AEL 2-880044244
K1F0	63.6%	Electrical	Galley garbage grinder was not in a safe operating condition with safety cleanout interlock and indicating lights functioning properly. REF: MANUFACTURER'S TECH MANUAL PMS MIP 6517 OPNAVINST 5100.19 Series C1902O

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

F1H0	56.5%	Electrical	There was evidence of either nickel-plated fuses, under-fusing, COTS fuses or over-fused electrical circuits. REF: NSTM 300 -2.5.4 NSTM 320 -1.7.4 GSO 303H PMS MIP 3301/005 PMS MIP 3240/002 PMS MIP 3311/002
C3A0	47.8%	Electrical	Shore power was not being rigged and unrigged correctly to include recorded insulation resistance readings. REF: EOSS SPRU NSTM 320 -2.2.7.2 TAG-OUT USER'S MANUAL (TUM)
A1E0	47.8%	Electrical	The Electrical Safety Officer did not document electrical safety training either at indoc or annually for all personnel. REF: OPNAVINST 5100.19 Series B0702 B OPNAVINST 5100.19 Series B0708A OPNAVINST 3120.32 Series 305.9B(
C2A0	47.8%	Electrical	The shore power receptacles were not provided with a functioning pilot light. REF: NSTM 320 -2.2.7.2 PMS MIP 3201/006 R-1 PMS MIP 3211/001 R-1 GSO 320 D

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

General Engineering

Check Line	Hit Rate	Area	Discrepancy
Z1E0	100.0%	General Engineering	Eductor actuating pressure and suction pressure gages were not installed. REF: GSO 529 -h NSTM 505 figure 505-10.2
Y9F0	100.0%	General Engineering	Warning plates inscribed "warning ensure that the isolation valves on each side of the pressure regulator are closed before opening the by-pass valve", were not installed on reducer bypass valves in high pressure, toxic, steam or otherwise hazardous fluid systems. REF: GSO 505 -b7
Z1F0	100.0%	General Engineering	Eductor suction cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL VACUUM IS INDICATED ON GAGE". REF: GSO 529 (H)
Y0C0	100.0%	General Engineering	Balance joiner doors have two closing speeds and door should travel through initial closing arc at a reasonably fast rate and slow during final 8 to 10" of closing so door does not slam. The door was not incompliant to close within 5 to 10 sec. REF: PMS MIP 6241/002 S-1 STEP 4 PMS MIP 6241/002 S-2 NOTE 8 PMS MIP 6241/002 S-3 NOTE 8 PMS MIP 6241/002 S-4 NOTE 13 GSO 624 J NAVSEA DWG 804-5184129
Y8B0	100.0%	General Engineering	There was not a relief valve set at 40 PSI and a connection for bleeding steam or air pressure installed in the sea chest blow out system. REF: NSTM 505 -10.3.1.9 GSO 253 (d) (2)
X2A0	100.0%	General Engineering	Deck plates were not firmly fastened with 1.25 fasteners per square foot of deck plate but no less than two fasteners. Access ladders were not securely fixed in place. REF: GSO 622 (c) (d) NAVSEA DWG 803-1340709 note (1)

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Z2D0	100.0%	General Engineering	Eyewash station was not installed in the Oil Lab. REF: OPNAVINST 5100.19 Series B0508(E
X7C0	100.0%	General Engineering	Coupling guards installed were not (red) on rotating machinery. REF: GSO 070(H) OPNAVINST 5100.19 Series C0104(A OPNAVINST 5100.19 Series C1302(A
Y1B0	50.0%	General Engineering	Lagging/insulation was torn or missing. REF: NSTM 635 -2.9.1(5) PMS MIP 6300/001
X8C0	50.0%	General Engineering	Flexible hoses were painted in excess of 10%. REF: NAVSEA S6430-AE-TED-010 VOL.1 (S NSTM 631 VOL. 3 (8.22.1.Z) PMS MIP 5000/009
X6C0	50.0%	General Engineering	Critical and non-critical gages and indicators were not calibrated and/or in good condition. REF: GSO 504 (Q) NSTM 504 -3.7.1 PMS MIP 9802 SHIP CRL
X8B0	50.0%	General Engineering	Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID.,hose type/size, system pressure and installation date. REF: NAVSEA S6430-AE-TED-010 VOL.1 (S PMS MIP 5000/009
Z0D0	50.0%	General Engineering	Metal tags were not provided to indicate ship name, hull number, and date of lift test, lifting pressure and valve number. REF: GSO 505 (H)
Z1H0	50.0%	General Engineering	Bilges were contaminated with oil, fuel and/or debris. REF: EDORM SECTION 4502

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

X4B0	50.0%	General Engineering	Identification plates indicating maximum allowable loads or test data were not installed by lifting pads over heavy equipment. REF: GSO 602 (g)
Y0E0	50.0%	General Engineering	Label plates were not installed on top of escape scuttles inscribed with 1-inch red letters that state "escape scuttle do not obstruct or block". REF: GSO 602 J
Z1G0	50.0%	General Engineering	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)
Y6B0	50.0%	General Engineering	Flange shields were not properly installed. REF: NSTM 505 -7.9.4.2 GSO 505 (E)(7)
Z2G0	50.0%	General Engineering	Chemicals exceeded their shelf life. REF: NSTM 220 -28.24
X1E0	50.0%	General Engineering	Required eye wash station location signs were not posted and potable water supply valve locked open with a metal tamper-proof lanyard. The supply valve was not marked as a "W" (or circle "W") fitting. REF: OPNVAINST 5100.19 SERIES B0508
Y2B0	50.0%	General Engineering	All Main Reduction Gear accesses were not protected from unauthorized entry. REF: NSTM 241 -4.2.4 c
Y2D0	50.0%	General Engineering	Installed reduction gear dehumidifiers did not maintain MRG casing humidity at less than 35% relative humidity. REF: NSTM 241 -3.5.2.4 EOSS

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Y8A0	50.0%	General Engineering	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and/or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d)(2)
Z1D0	50.0%	General Engineering	Oil pollution act were not posted at overboard discharge valves, deck risers, and pumps capable of discharging oily waste. REF: NSTM 593 -3.7.5 GSO 593 (D)

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Auxiliary

Check Line	Hit Rate	Area	Discrepancy
I1A0	69.6%	Auxiliary	"PREVENT LAUNDRY DRYER FIRES" placards (FORM 0118-LF-981-6600) were not posted on the front of each dryer. REF: GSO 655 B
X7C0	66.7%	Auxiliary	Coupling guards installed were not (red) on rotating machinery. REF: OPNAVINST 5100.19 Series C0104(A) OPNAVINST 5100.19 Series C1302(A) GSO 070(H)
Y8A0	61.9%	Auxiliary	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and/or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d)(2)
A9A2	56.5%	Auxiliary	Potable water deck risers and hose connections were not properly color coded and clearly marked "POTABLE WATER ONLY" in one inch letters. REF: NSTM 533 -2.1.2 NSTM 505 TABLE 505-7-1
A7A2	52.2%	Auxiliary	Accidental or unintentional venting forms were not being used to document refrigerant loss (distinguish between the two). The venting forms were not being retained onboard for 3 years and were not forwarded to the Chief Engineer for signature. REF: NSTM 516 -1.11 FIG 516-1-10

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

A9A3	52.2% Auxiliary	Potable water deck lockers were not vermin proof/locked, labeled "POTABLE WATER HOSE STOWAGE ONLY", 18” above the deck with disinfecting instructions posted. REF: GSO 532 C GSO 671 NAVMED P-5010-6-8 NSTM 533 -2.1.3
X6C0	47.6% Auxiliary	Critical and non-critical gages and indicators were not calibrated and/or in good condition. REF: NSTM 504 -3.7.1 PMS MIP 9802 SHIP CRL GSO 504 (Q)
G2A0	45.0% Auxiliary	Vertical Package Conveyor doors and controllers were not locked when not in use. REF: NSTM 572 -2.2.5.1 NSTM 572 -2.3.6.6 NSTM 572 -2.3.6.12 Appendix B and
I1B0	43.5% Auxiliary	The tumbler dryer primary & secondary lint filters were not installed and in good condition. Primary lint filters were not checked and cleaned prior to use, after every drying cycle (not to exceed every two hours and at the end of the work day). Secondary filters were not checked and cleaned prior to use, every 4 hours of operation (self-service laundry every 8 hours) and at the end of the work day. REF: NSTM 655 .2.5.3.1 (9 &10) NSTM 655 .2.5.4 (1) OPNAVINST 5100.19 Series C2002 C
F2A0	42.9% Auxiliary	Steering gear pins and linkages were not properly secured, not properly lubricated, and/or were not in good condition. REF: NSTM 562 -10.1.3 PMS MIP 5600/016 A-4

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Main Propulsion (Gas Turbine)

Check Line	Hit Rate	Area	Discrepancy
Y8A0	89.5%	Main Propulsion (Gas Turbine)	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and/or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d)(2)
Y9F0	76.9%	Main Propulsion (Gas Turbine)	Warning plates inscribed "warning ensure that the isolation valves on each side of the pressure regulator are closed before opening the by-pass valve", were not installed on reducer bypass valves in high pressure, toxic, steam or otherwise hazardous fluid systems. REF: GSO 505 -b7
X8B0	73.7%	Main Propulsion (Gas Turbine)	Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID.,hose type/size, system pressure and installation date. REF: NAVSEA S6430-AE-TED-010 VOL.1 (S PMS MIP 5000/009
X2A0	63.2%	Main Propulsion (Gas Turbine)	Deck plates were not firmly fastened with 1.25 fasteners per square foot of deck plate but no less than two fasteners. Access ladders were not securely fixed in place. REF: NAVSEA DWG 803-1340709 note (1) GSO 622 (c) (d)
Y7D0	63.2%	Main Propulsion (Gas Turbine)	Valve hand wheels were not properly color coded. REF: NSTM 505 -7.8.2.2
X6C0	52.6%	Main Propulsion (Gas Turbine)	Critical and non-critical gages and indicators were not calibrated and/or in good condition. REF: GSO 504 (Q) NSTM 504 -3.7.1 PMS MIP 9802 SHIP CRL
Z1G0	52.6%	Main Propulsion (Gas Turbine)	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)
X4B0	52.6%	Main Propulsion (Gas Turbine)	Identification plates indicating maximum allowable loads or test data were not installed by lifting pads over heavy equipment. REF: GSO 602 (g)

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Y2B0	47.4%	Main Propulsion (Gas Turbine)	All Main Reduction Gear accesses were not protected from unauthorized entry. REF: NSTM 241 -4.2.4 c
Z2B0	44.4%	Main Propulsion (Gas Turbine)	Mark II Oil Spill kits was not fully stocked and/or accessible for quick use. REF: NSTM 593 -3.6.6.2
Y5A0	44.4%	Main Propulsion (Gas Turbine)	Locking devices were not installed on all main lube oil pump suction and discharge valves to prevent inadvertant operation. REF: EDORM SEC 4407 (b)(3) GSO 262 -C3

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Main Propulsion (Diesel)

Check Line	Hit Rate	Area	Discrepancy
X2B0	0.0%	Main Propulsion (Diesel)	Deck plates and ladders were not fabricated of proper material. (Aluminum or CRES). REF: NAVSEA STD DWG 803-1340709 GSO 622 (c) (d)
Z2G0	0.0%	Main Propulsion (Diesel)	Chemicals exceeded their shelf life. REF: NSTM 220 -28.24
Z2B0	0.0%	Main Propulsion (Diesel)	Mark II Oil Spill kits was not fully stocked and/or accessible for quick use. REF: NSTM 593 -3.6.6.2
Z2A0	0.0%	Main Propulsion (Diesel)	The required number of Mark II oil spill cleanup kits were not on board. REF: AEL 2-550024006
Y5F0	0.0%	Main Propulsion (Diesel)	Lube oil system strainers were not provided with drip pans. REF: GSO 262 (C)(1) NSTM 505 -10.3.1.6.1 (12)
X1A0	0.0%	Main Propulsion (Diesel)	Noise hazard signs were not posted IAW the industrial hygiene survey. REF: OPNAVINST 5100.19 Series B0406
X1D0	0.0%	Main Propulsion (Diesel)	Proper eye/face wash units were not available where required as identified in the baseline and/or recent industrial hygiene survey. REF: OPNVAINST 5100.19 SERIES B0508
Z1G0	0.0%	Main Propulsion (Diesel)	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)
Y6C0	0.0%	Main Propulsion (Diesel)	Flange shields were missing. REF: NSTM 505 -7.9.4.5 GSO 505 (e)(7)

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

X7B0	0.0%	Main Propulsion (Diesel)	Machinery foundations were not in satisfactory condition. The base metal was cracked, deteriorated from corrosion and/or mechanical joints were not tightened. REF: GSO 100 F PMS MIP 6300/001
X7D0	0.0%	Main Propulsion (Diesel)	Equipment operating instructions and safety precautions were not posted. REF: GSO 602 (H) NAVSHIPS DWG 804-1640412 NSTM 090 -2.4.1
X1B0	0.0%	Main Propulsion (Diesel)	Personnel working in or entering designated hazardous noise areas and utilizing hazardous tools or equipment were not wearing hearing protective. Personnel wearing hearing protective devices without consideration of the duration of the exposure. REF: OPNAVINST 5100.19 Series B0406(
X5B0	0.0%	Main Propulsion (Diesel)	All hazardous material containers were not clearly labeled with material name, manufactures name and address, stock number, hcc and the nature of the hazard presented by the hm including the target organ. Hazardous materials were not properly stowed. REF: OPNAVINST 5100.19 Series c2302 NSTM 670 -4.3.2.2 NSTM 670 -4.3.2.5 NSTM 670 -4.3.2 PMS MIP 6641 NSTM 670 -4.3.2.1 OPNAVINST 5100.19 Series c2302
Y9B0	0.0%	Main Propulsion (Diesel)	Piping systems were not properly color coded. REF: NSTM 505 -7.8.2 NSTM 505 table 505-7
Y2A0	0.0%	Main Propulsion (Diesel)	Medium or high security padlocks were not installed. IAW ISEA advisory number 006-01, S&G model 833 high security locks should have been changed out with Abloy model PL655 or PL656. REF: NSTM 241 -4 ISEA ADVISORY NR 006-01
Y8C0	0.0%	Main Propulsion (Diesel)	There was not a pressure gage installed in the steam or air pressure supply line for the sea chest blow out. REF: GSO 253 (D)(2) NSTM 505 -10.3.1.9,

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Y9E0	0.0%	Main Propulsion (Diesel)	There was evidence of non-flammable liquid system leaks. REF: NSTM 505 -8.3.
Y5E0	0.0%	Main Propulsion (Diesel)	L/O strainers were not provided with vent/drain valves. REF: NSTM 505 -10.3.1.6
Z1D0	0.0%	Main Propulsion (Diesel)	Oil pollution act were not posted at overboard discharge valves, deck risers, and pumps capable of discharging oily waste. REF: NSTM 593 -3.7.5 GSO 593 (D)
Z2F0	0.0%	Main Propulsion (Diesel)	The Oil Lab had no acid locker for the storage of acids. REF: NSTM 220 -28.23
Y9D0	0.0%	Main Propulsion (Diesel)	The Fuel oil service/transfer system had evidence of flammable liquid leaks. REF: NSTM 505 -8.3.1.
X3D0	0.0%	Main Propulsion (Diesel)	Black oxide coated brass fasteners were being used on steam systems and stored in storage lockers. REF: GSO 070 (f)
Z2C0	0.0%	Main Propulsion (Diesel)	The oil spill contingency plan had not been tailored to the ship. Oil spill kits were not inspected monthly and replenished as required. REF: OPNAVINST 5100.19 Series b0302 OPNAVINST 5090.1 Series chapter OPNAVINST 5100.19 Series b0304 OPNAVINST 5100.19 Series b0304
Y0C0	0.0%	Main Propulsion (Diesel)	Balance joiner doors have two closing speeds and door should travel through initial closing arc at a reasonably fast rate and slow during final 8 to 10" of closing so door does not slam. The door was not incompliant to close within 5 to 10 sec. REF: PMS MIP 6241/002 S-3 NOTE 8 PMS MIP 6241/002 S-1 STEP 4 PMS MIP 6241/002 S-2 NOTE 8 GSO 624 J NAVSEA DWG 804-5184129 PMS MIP 6241/002 S-4 NOTE 13
Y1C0	0.0%	Main Propulsion (Diesel)	Lagging/insulation was water and oiled soaked. REF: NSTM 635 -2.9.1(6) PMS MIP 6300/001

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Y7D0	0.0%	Main Propulsion (Diesel)	Valve hand wheels were not properly color coded. REF: NSTM 505 -7.8.2.2
Y8B0	0.0%	Main Propulsion (Diesel)	There was not a relief valve set at 40 PSI and a connection for bleeding steam or air pressure installed in the sea chest blow out system. REF: GSO 253 (d) (2) NSTM 505 -10.3.1.9
X1E0	0.0%	Main Propulsion (Diesel)	Required eye wash station location signs were not posted and potable water supply valve locked open with a metal tamper-proof lanyard. The supply valve was not marked as a "W" (or circle "W") fitting. REF: OPNVAINST 5100.19 SERIES B0508
Z2I0	0.0%	Main Propulsion (Diesel)	Mercuric nitrate reagents used in Oil Lab testing were not disposed of properly. REF: HMUG GROUP 17, PAGE 75. OPNAVINST 5100.19 Series APPEND
X4B0	0.0%	Main Propulsion (Diesel)	Identification plates indicating maximum allowable loads or test data were not installed by lifting pads over heavy equipment. REF: GSO 602 (g)
Y0E0	0.0%	Main Propulsion (Diesel)	Label plates were not installed on top of escape scuttles inscribed with 1-inch red letters that state "escape scuttle do not obstruct or block". REF: GSO 602 J
Z2H0	0.0%	Main Propulsion (Diesel)	Chemicals were not properly stored. REF: NSTM 220 -28.23.
X3B0	0.0%	Main Propulsion (Diesel)	Where practical, the number of fastener threads protruding should not exceed five. In no case shall thread protrusion exceed ten threads. REF: GSO 075 (b) NSTM 075 -7.5.1
Z1H0	0.0%	Main Propulsion (Diesel)	Bilges were contaminated with oil, fuel and/or debris. REF: EDORM SECTION 4502
Y6B0	0.0%	Main Propulsion (Diesel)	Flange shields were not properly installed. REF: NSTM 505 -7.9.4.2 GSO 505 (E)(7)
Y1B0	0.0%	Main Propulsion (Diesel)	Lagging/insulation was torn or missing. REF: NSTM 635 -2.9.1(5) PMS MIP 6300/001

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Z0C0	0.0%	Main Propulsion (Diesel)	Relief valves were not equipped with a tail pipe that does not stress the valve body and discharge where it does not create a hazard to personnel or equipment. REF: GSO 505 (E)(1) NSTM 505 -9.17.3
Z1A0	0.0%	Main Propulsion (Diesel)	Bilge drainage suctions did not have strainers installed. REF: GSO 529 (j) NSTM 505 -10.7.3
Z1E0	0.0%	Main Propulsion (Diesel)	Eductor actuating pressure and suction pressure gages were not installed. REF: GSO 529 -h NSTM 505 figure 505-10.2
X8B0	0.0%	Main Propulsion (Diesel)	Flexible hoses were not properly identified with a non-corrodible metal tag that had the ship ID.,hose type/size, system pressure and installation date. REF: PMS MIP 5000/009 NAVSEA S6430-AE-TED-010 VOL.1 (
Y9A0	0.0%	Main Propulsion (Diesel)	Piping systems were not adequately labeled. REF: NSTM 505 -7.8.3 NSTM 505 table 505-7-1
Z0B0	0.0%	Main Propulsion (Diesel)	Relief valves were not properly labeled. REF: GSO 505 (E)(1).
X9C0	0.0%	Main Propulsion (Diesel)	Rubber expansion joints in the system were not free of paint. REF: NSTM 631 VOL3 (8.22.1.z)
Z2E0	0.0%	Main Propulsion (Diesel)	Oil Lab portable electrical laboratory equipment was not tested for electrical safety in accordance with PMS. REF: PMS MIP 3000/001
Y2D0	0.0%	Main Propulsion (Diesel)	Installed reduction gear dehumidifiers did not maintain MRG casing humidity at less than 35% relative humidity. REF: NSTM 241 -3.5.2.4 EOSS
Y9G0	0.0%	Main Propulsion (Diesel)	

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Z1B0	0.0%	Main Propulsion (Diesel)	There were not a minimum of one space suction valve which is operable from the damage control deck. REF: GSO 529 (J)
Z2D0	0.0%	Main Propulsion (Diesel)	Eyewash station was not installed in the Oil Lab. REF: OPNAVINST 5100.19 Series B0508(
X6A0	0.0%	Main Propulsion (Diesel)	Gages and indicators were not properly mounted. REF: GSO 504 (b) (d) (e) (g) (k) (l) NSTM 504 -3.5.5
X4A0	0.0%	Main Propulsion (Diesel)	Required warning, caution operating, and instruction plates and charts were not posted to minimize the possibility of injury to personnel or damage machinery, equipment or systems due to faulty operation resulting from the lack of posted instructions or where special precautions must be exercised. REF: NAVSHIPS DWG 805-1640412 NSTM 090 -2.4.1 GSO 602 (h)
X3C0	0.0%	Main Propulsion (Diesel)	Threaded fasteners did not conform to MILSPECS. REF: NSTM 075 -2.4.3.1 GSO 075 (b) (e) table 1 NSTM 075 -2.4.4(a) (b) (1) (2) NSTM 075 -1.2.1.2 NSTM 075 -2.4.2 NSTM 075 -2.1
Z0D0	0.0%	Main Propulsion (Diesel)	Metal tags were not provided to indicate ship name, hull number, and date of lift test, lifting pressure and valve number. REF: GSO 505 (H)
Y9F0	0.0%	Main Propulsion (Diesel)	Warning plates inscribed "warning ensure that the isolation valves on each side of the pressure regulator are closed before opening the by-pass valve", were not installed on reducer bypass valves in high pressure, toxic, steam or otherwise hazardous fluid systems. REF: GSO 505 -b7
Y5A0	0.0%	Main Propulsion (Diesel)	Locking devices were not installed on all main lube oil pump suction and discharge valves to prevent inadvertant operation. REF: EDORM SEC 4407 (b)(3) GSO 262 -C3

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Y8A0	0.0%	Main Propulsion (Diesel)	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and/or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d)(2)
X8A0	0.0%	Main Propulsion (Diesel)	Flexible hose assemblies were not properly installed; free of twist between fittings, properly supported against resiliently mounted equipment to prevent chafing, free of excessive sag or unduly stress. REF: PMS MIP 5000/009 NAVSEA S6430-AE-TED-010 VOL.1
X8D0	0.0%	Main Propulsion (Diesel)	Flexible hoses were excessively soft. REF: NAVSEA S6430-AE-TED-010 VOL.1 PMS MIP 5000/009
Y1A0	0.0%	Main Propulsion (Diesel)	Lagging/insulation was not adequate. REF: NSTM 635 (SECTIONS 2 AND 3) GSO 508 (B)
X4D0	0.0%	Main Propulsion (Diesel)	Current Tag out procedures were not in use. REF: NAVSEA S0400-AD-URM-010/TUM (Ta OPNAVINST 3120.32 SERIES 630.1
Y5B0	0.0%	Main Propulsion (Diesel)	The Lube Oil purifier drain was not piped to the oily waste drain or waste collecting system. REF: GSO 262 (c)(3) GSO 534 (C)(3)
C4B0	0.0%	Main Propulsion (Diesel)	Linkage was fouled with paint, dirt, and the linkage was not been properly lubricated REF: PMS MIP 3112 Q-16 MFGR'S TECH MANUAL
E1E0	0.0%	Main Propulsion (Diesel)	Guards were not provided around flanged joints. REF: GSO 070 H
E2F0	0.0%	Main Propulsion (Diesel)	PMS was not being accomplished on co2/n2 bottles for seal. REF: NSTM 244 -6.5.2.5 PMS MIP 2400
E1B0	0.0%	Main Propulsion (Diesel)	Thermometers were not installed. REF: NSTM 244 -2.4.3.13 GSO 244 B 9

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

E2C0	0.0%	Main Propulsion (Diesel)	Gauges were not installed and calibrated REF: GSO 504 E GSO 504 F GSO 504 G NSTM 504 -3.7.1
C1A0	0.0%	Main Propulsion (Diesel)	Engine throttles/controls were not locked and secured and a warning sign in place indicating the jacking gear is engaged REF: NSTM 241 -3.4.7
C1B0	0.0%	Main Propulsion (Diesel)	Diesel engine crankcase covers were not in satisfactory condition. REF: NSTM 233 -13.2.1.5
C1C1	0.0%	Main Propulsion (Diesel)	Warning signs were not posted on the side of engine "caution do not open or remove engine crankcase covers or access covers until at least 30 minutes have elapsed after shutdown of an engine when it is known or suspected that there has been an explosion, fire, or an overheated part in the crankcase" REF: NSTM 233 -13.2.1.5
C1D0	0.0%	Main Propulsion (Diesel)	Diesel engine was not free of fuel oil leaks, water leaks, and lube oil leaks. REF: NSTM 233 -13.13
C2B0	0.0%	Main Propulsion (Diesel)	The diesel engine water system expansion tanks was not provided with an air-break from the potable water system REF: GSO 532 B
C3A0	0.0%	Main Propulsion (Diesel)	Remote operated shutdown devices were not clearly labeled. REF: GSO 502 C
C3B0	0.0%	Main Propulsion (Diesel)	Remote shutdown devices were not properly guarded. REF: GSO 505 B 10 GSO 070 H
C3C0	0.0%	Main Propulsion (Diesel)	Remote shutdown devices were not operative. REF: GSO 310 I GSO 502 C

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Y2C0	0.0%	Main Propulsion (Diesel)	The vent fog precipitators were not in satisfactory condition and did not have a warning plate inscribed with "WARNING HIGH VOLTAGE". REF: NSTM 262 -3.1.2 I GSO 262 C NSTM 241 -2.3.14 PMS MIP 6650/002 NAVSEA STD DWG 803-2145504
C4A0	0.0%	Main Propulsion (Diesel)	Machinery governors and over speed trips were not operational. REF: NSTM 233 -13.10.1 GSO 310 I
E2G0	0.0%	Main Propulsion (Diesel)	There was not an instruction plate describing the normal operation of the primary seal REF: GSO 244 B8
C4C0	0.0%	Main Propulsion (Diesel)	Linkages were bent, binding or missing fasteners. REF: PMS MIP 3112 Q-16
F4C0	0.0%	Main Propulsion (Diesel)	Lube oil and water test equipment were not available. REF: NSTM 262 -5.1.1
I1F0	0.0%	Main Propulsion (Diesel)	Uptake spaces were not in satisfactory condition. REF: NSTM 221 -2.13.8
I1I0	0.0%	Main Propulsion (Diesel)	There was not a mechanical means installed for raising the auxiliary steam and hot water boilers relief/safety valve discs off their seats REF: NSTM 221 -3.2.12
I1J0	0.0%	Main Propulsion (Diesel)	The safety valve manual lifting device was not operable for the boiler. REF: NSTM 221 -3.2.12
I2C0	0.0%	Main Propulsion (Diesel)	warning plates were not posted at each valve stating: "do not open valve while boilers are operating". REF: GSO 221 N.18
I3A0	0.0%	Main Propulsion (Diesel)	Normal water level was not indicated on gauge glass. REF: NSTM 221 -3.4.1 GSO 221 K
I3B0	0.0%	Main Propulsion (Diesel)	Chains were not installed on gauge glass cutouts valves requiring them REF: NSTM 221 -3.4.2.9

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

I5B0	0.0%	Main Propulsion (Diesel)	Operation/safety placards were not posted at each chemical injection tank area. REF: NSTM 220 -27.49
I6B0	0.0%	Main Propulsion (Diesel)	Chemicals were not stored properly. REF: NSTM 220 -28.23
I6E0	0.0%	Main Propulsion (Diesel)	Fine wire mesh screen were not installed in chemical injection tank funnel REF: NAVSHIPS DWG 803-1385735 GSO 534 B
I1D0	0.0%	Main Propulsion (Diesel)	There was not a shock hazard warning sign posted at auxiliary boiler circuit control panel REF: GSO 070 H
E2A0	0.0%	Main Propulsion (Diesel)	Emergency packing subassemblies were not stowed in the vicinity of the stern tube installed. REF: GSO 244 B 8 (2)
C3D0	0.0%	Main Propulsion (Diesel)	Rope cables were not secured with the proper attachments (u-bolts) and cables in good condition. REF: NSTM 613 -1.11.5.1
Y0D0	0.0%	Main Propulsion (Diesel)	Escape trunks were not well lit and have emergency lighting. REF: GSO 332 E GSO 332 G
E2B0	0.0%	Main Propulsion (Diesel)	Cooling water piping/valves were not satisfactory. REF: GSO 244 B 8 NSTM 244 -6.4 (FIGURE244-6-12)
Y7C0	0.0%	Main Propulsion (Diesel)	Hand wheels were not of the proper material. REF: GSO 505 C2 NAVSHIPS DWG 803-1385620.
X9B0	0.0%	Main Propulsion (Diesel)	Rubber expansion joints in the system were not free of cracks and cuts. REF: NSTM 505 -3.3.3
A1B0	0.0%	Main Propulsion (Diesel)	The engineer's order boards were not installed in CCS, and main control REF: GSO 252 C.4

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

B5C0	0.0%	Main Propulsion (Diesel)	Tubing vice flex hoses were not on flammable liquid gauge lines. REF: NAVSEA S6340-AE-TED-010 VOL 1 5 NAVSEADWG 804-1385850
Y6A0	0.0%	Main Propulsion (Diesel)	Lube oil and fuel oil piping flange shields were not of the correct material. REF: NAVSEA DRAWING 803-2145518 NSTM 505 FIG 505-7-15 NSTM 505 -7.9.4.1 GSO 505 E NSTM 233 -7.9 GSO 502 B
X8C0	0.0%	Main Propulsion (Diesel)	Flexible hoses were painted in excess of 10%. REF: NAVSEA S6430-AE-TED-010 VOL.1 (PMS MIP 5000/009 NSTM 631 VOL. 3 (8.22.1.Z)
Y5D0	0.0%	Main Propulsion (Diesel)	L/O strainers were not provided with spray deflectors. REF: NSTM 505 -10.3.1.2 NSTM 079 -46.5.3.1 GSO 505 (E)(7)
X4C0	0.0%	Main Propulsion (Diesel)	The Engineering Operational Sequence System (EOSS) was not in use. REF: EDORM
Y9C0	0.0%	Main Propulsion (Diesel)	Piping support devices were not properly maintained. REF: NSTM 505 -7.5 NAVSHIPS DWG 804-1385781 GSO 505 (c) (4)
X3E0	0.0%	Main Propulsion (Diesel)	Ferrous (carbon steel) fasteners were present in sea water or in other systems (fresh water, feed, etc) where non-ferrous piping was installed. REF: NSTM 075 -3.3.3.2 (warning note GSO 075 table 1
Y2B0	0.0%	Main Propulsion (Diesel)	All Main Reduction Gear accesses were not protected from unauthorized entry. REF: NSTM 241 -4.2.4 c
Z1F0	0.0%	Main Propulsion (Diesel)	Eductor suction cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL VACUUM IS INDICATED ON GAGE". REF: GSO 529 (H)

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

E1F0	0.0%	Main Propulsion (Diesel)	Bulkhead seals were not in good mechanical and material condition. REF: GSO 244 B 9
X6C0	0.0%	Main Propulsion (Diesel)	Critical and non-critical gages and indicators were not calibrated and/or in good condition. REF: PMS MIP 9802 GSO 504 (Q) NSTM 504 -3.7.1 SHIP CRL
Y7B0	0.0%	Main Propulsion (Diesel)	Valve hand wheels were not properly secured and/or labeled. REF: NSTM 505 -7.8.2.2 NAVSEA S0400-AD-URM-010/TUM (TA GSO 507 F
X9A0	0.0%	Main Propulsion (Diesel)	Rubber expansion joints in the system were not properly installed and aligned. REF: NSTM 505 -3.3 (table 505-3-1)
X3A0	0.0%	Main Propulsion (Diesel)	Threaded fasteners installed and tightened did not protrude a distance of at least one (1) thread beyond the top of the nut or plastic insert. REF: GSO 075 (b) NSTM 075 -7.5.1
Y5C0	0.0%	Main Propulsion (Diesel)	The lube oil storage and settling tank did not have overflow and drain connections leading to the oily water drain or waste collecting system. REF: GSO 262 (C)(2)
X7C0	0.0%	Main Propulsion (Diesel)	Coupling guards installed were not (red) on rotating machinery. REF: GSO 070(H) OPNAVINST 5100.19 Series C1302(OPNAVINST 5100.19 Series C0104(
X1C0	0.0%	Main Propulsion (Diesel)	Heat stress thermometers were not hung with non-heat conducting material such as plastic tie-wrap or string (never hung with metal wire). Thermometers were not positioned to minimize the influence of any adjacent or local heat or cold source. Thermometers were not validated by aligning the etch mark with the freezing point (32 degrees Fahrenheit). REF: OPNAVINST 5100.19 Series B0204(

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

X5A0	0.0%	Main Propulsion (Diesel)	Toxic or highly flammable materials (flash point 200 degrees and below) were stowed in machinery spaces. REF: NSTM 670 -4.3.2.1 NSTM 670 -4 OPNAVINST 5100.19 Series c2302 OPNAVINST 5100.19 Series c2302 NSTM 670 -4.3.2
Y0B0	0.0%	Main Propulsion (Diesel)	Ladder rungs were not continuous around two bulkheads in escape trunks. REF: GSO 622 C NAVSEA DWG 804-5184093
Y0A0	0.0%	Main Propulsion (Diesel)	There were obstructions at the escape trunks. REF: OPNAVINST 5100.19 Series c0102 OPNAVINST 5100.19 Series c0102
Z1C0	0.0%	Main Propulsion (Diesel)	Eductors and bilge drainage system operating instructions were not posted. REF: NSTM 505 -10.7.6 GSO 529 (h) NSTM 505 -10.7. NSTM 505 -10.7.2
Z0A0	0.0%	Main Propulsion (Diesel)	Relief valves did not appear to be in good working order, free of broken springs, leaking, bent stems, or corroded. REF: NSTM 505 -9.18.2.
X2A0	0.0%	Main Propulsion (Diesel)	Deck plates were not firmly fastened with 1.25 fasteners per square foot of deck plate but no less than two fasteners. Access ladders were not securely fixed in place. REF: GSO 622 (c) (d) NAVSEA DWG 803-1340709 note (1)
X6B0	0.0%	Main Propulsion (Diesel)	Liquid column sight glass protective guards were not properly installed for glass tubes. REF: GSO 504 (k)
E2E0	0.0%	Main Propulsion (Diesel)	There was not a means for the inflating seal. REF: GSO 244 B.8 NSTM 244 -6.3.3

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Y7A0	0.0%	Main Propulsion (Diesel)	Remote operated valves were not operational and/or properly attached. Floating ball check valves for fuel tank sounding tubes were not installed. REF: NSTM 505 -1.8.2 GSO 505 (e)(4)(b)

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Main Propulsion (Steam)

Check Line	Hit Rate	Area	Discrepancy
Y2D0	100.0%	Main Propulsion (Steam)	Installed reduction gear dehumidifiers did not maintain MRG casing humidity at less than 35% relative humidity. REF: EOSS NSTM 241 -3.5.2.4
Y8A0	100.0%	Main Propulsion (Steam)	Warning plate stating "DO NOT PERMIT STEAM OR AIR PRESSURE TO EXCEED 35 POUNDS WHEN BLOWING-OUT SEA CHEST" and/or operating instructions were not installed between the needle valve and hose valve for the sea chest. REF: GSO 253 (d)(2)
Z0C0	50.0%	Main Propulsion (Steam)	Relief valves were not equipped with a tail pipe that does not stress the valve body and discharge where it does not create a hazard to personnel or equipment. REF: NSTM 505 -9.17.3 GSO 505 (E)(1)
X1E0	50.0%	Main Propulsion (Steam)	Required eye wash station location signs were not posted and potable water supply valve locked open with a metal tamper-proof lanyard. The supply valve was not marked as a "W" (or circle "W") fitting. REF: OPNVAINST 5100.19 SERIES B0508
Z1F0	50.0%	Main Propulsion (Steam)	Eductor suction cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL VACUUM IS INDICATED ON GAGE". REF: GSO 529 (H)
Z1G0	50.0%	Main Propulsion (Steam)	Eductor fire main actuating cut-out valves were not provided with a warning sign stating, "DO NOT OPEN UNTIL OVERBOARD DISCHARGE VALVE IS OPEN". REF: GSO 529 (H)
Z2B0	50.0%	Main Propulsion (Steam)	Mark II Oil Spill kits was not fully stocked and/or accessible for quick use. REF: NSTM 593 -3.6.6.2
X4B0	50.0%	Main Propulsion (Steam)	Identification plates indicating maximum allowable loads or test data were not installed by lifting pads over heavy equipment. REF: GSO 602 (g)

Top 10 Checklist Items Between 1/1/2012 And 3/31/2012

Y7A0	50.0%	Main Propulsion (Steam)	Remote operated valves were not operational and/or properly attached. Floating ball check valves for fuel tank sounding tubes were not installed. REF: NSTM 505 -1.8.2 GSO 505 (e)(4)(b)
Z1E0	50.0%	Main Propulsion (Steam)	Eductor actuating pressure and suction pressure gages were not installed. REF: NSTM 505 figure 505-10.2 GSO 529 -h
Y7B0	50.0%	Main Propulsion (Steam)	Valve hand wheels were not properly secured and/or labeled. REF: GSO 507 F NSTM 505 -7.8.2.2 NAVSEA S0400-AD-URM-010/TUM (TAG
Z1D0	50.0%	Main Propulsion (Steam)	Oil pollution act were not posted at overboard discharge valves, deck risers, and pumps capable of discharging oily waste. REF: GSO 593 (D) NSTM 593 -3.7.5